









## Intimation.

Powell's

ALEXANDRA  
BUILDINGS.

NOW SHOWING.

New Fabrics

FOR

SPRING

AND

SUMMER

GOWNS

STRIPED  
ZEPHYRS

50 cts. Yard

MERCERISED  
LAWNS

75 cts. Yard

FLOWERED  
MUSLINS

50 cts. and \$1.00 Yard

FLOWERED  
VOILES

50 cts. and \$1.00 Yard

CREPOLINES

LINENS

\$1.00 Yard

POPLINS

All the above are of  
Exceptional Value.POWELL'S  
Alexandra

Buildings.

Hongkong, 6th April, 1910.

## A CHARTER-PARTY DISPUTE.

TEXT OF JUDGMENT IN THE  
"WOOLWICH" CASE.

The text has been published of the judgment delivered in the Kobe Chihō Salubansho on the 4th instant in the suit in which Taguchi Sobachiro, of Atsusho, 3-chome, Kobe, claimed from Messrs. Dodwell & Co., the settlement of an account for transport business or the recovery of Y10,573, alleged to be profit made as a result of the chartering of the British steamer "Woolwich." Plaintiff claimed that on July 20th, 1907, he signed a contract with the defendant firm to charter the British steamer "Woolwich" for the transport of emigrants to America. The steamer made a voyage to Seattle and Victoria with emigrants and brought back a cargo of four consignments to Mr. Yuna, a merchant of Kobe, but defendants failed to make up the account for the chartering of the vessel, which, plaintiff claimed, had made a profit to the amount in question. The defence was that the charter right of the steamer had been transferred to Mr. Forbes, a British subject, in June, 1907, and plaintiff had thus no right to the charter-party. In the meantime, defendant firm put in a counter-claim for the recovery of Y14,810, money advanced to plaintiff by defendants. Judgment was delivered on the 4th instant, both the claim of plaintiff and the counter-claim of defendants being dismissed.

In giving reasons for the decision the Court says that the point as to whether or not the claim of plaintiff was well grounded must first be dealt with. Plaintiff claimed that upon arrangement between the parties concerned and other persons interested in the voyage of the steamer "Woolwich," a contract was signed which provided that all the necessary expenses in connection with the voyage should be paid and freight be collected by defendants, and that on the conclusion of the voyage an account should be made up by the latter, plaintiff to be responsible for loss or profit accruing from the voyage. Among the witnesses examined at the instance of plaintiff some endorsed the plaintiff's contention. "But if such a contract was concluded between the parties it would mean that in the event of the voyage proving profitable defendants were bound to deliver all the profit to plaintiff on the conclusion of the voyage, while if no profit was made, the defendants, owing to the fact that no security had been deposited by plaintiff for the execution of the supposed contract, must be held to have placed themselves in the position of being unable to claim any loss incurred by them on account of plaintiff. In these circumstances there appears to be no reason why defendants should have entered into a contract which was so disadvantageous to their interests. According to the evidence given by the witness Yoshikawa Yasutaro, the steamer "Woolwich" failed to pass the official examination held at Kobe provided for in the Emigration Regulations. During her stay in Kobe a criminal charge was brought against plaintiff, whose movements were thus hampered by the police, while, further, plaintiff had a dispute with a representative of the defendant company regarding the payment of charter-money as agreed on, and was threatened with the disembarkation of his emigrants from the vessel. Plaintiff was thus not in a position to pay the charter-money at all. This compelled him to notify the witness and others concerned in the matter in order to place the charter for the steamer at the disposal of others interested in the voyage. All this can be seen from the evidence produced by the witnesses. Comparing this evidence with the last clauses in the charter-party it can be seen that plaintiff transferred to Mr. Forbes all the rights relating to the said charter-party and withdrew from his position as charterer of the steamer in the circumstances just described. Accordingly there cannot exist between the parties any agreement providing that plaintiff alone was responsible for the profit or loss accruing from the voyage. Plaintiff contended, on the strength of a telegram addressed by Mr. Forbes to him, that the contract with defendants for the transfer of the charter to Mr. Forbes was only nominal, being adopted by plaintiff merely in order to enable the steamer to proceed to Yokohama without a further official examination. If this was the case, proceeds the Court, the mere transfer of the charter from one to another was sufficient for the purpose, and there was no necessity for plaintiff to enter into an agreement with defendants to retain the responsibility in conjunction with Mr. Forbes against a breach of the contract, as may be observed from the last portion of the charter party. Thus, the transfer of the right in question could not have been executed merely nominally. From this it may be inferred that the defendant firm owing to plaintiff's failure to pay the first instalment of the charter-money, came to the conclusion that plaintiff could not be relied on to complete the contract, and decided to transfer the charter to another person more under their own control, such as Mr. Forbes, as the only way to avoid sustaining loss by a breach of contract on the part of plaintiff. Accordingly, defendants requested plaintiff to transfer his right in the charter-party, and the latter being unable to pay the charter money then, had to comply with defendants' request. This was how Mr. Forbes came to occupy his position in the charter-party. Plaintiff consented to take joint responsibility with Mr. Forbes as regarded a breach of the contract between him and defendants. From the telegram already referred to, to the effect that if plaintiff did not assist Mr. Forbes in monetary affairs the latter would resign from his nominal position in the charter, it would appear that the transfer of the right from plaintiff to Mr. Forbes was nominal in one way, but the telegram appears to have been merely an expression of Mr. Forbes' desire to withdraw, owing to monetary difficulties, from a position which he had occupied at the request of both plaintiff and the defendants. This evidence, therefore, is insufficient to modify the conclusion arrived at. In these circumstances plaintiff must be regarded as having renounced his

right as charterer of the steamer "Woolwich" when he signed the agreement for transfer affixed to the charter-party, so that the agreement holding plaintiff responsible for the result of the voyage of the vessel cannot be regarded as having been concluded between the parties in this suit. Therefore, the claim of plaintiff must be dismissed.

As regards the counter-claim brought by the defendants, the Court remarks that defendants claimed from plaintiff the recovery of money advanced to the latter in connection with the voyage of the steamer "Woolwich" on the ground that plaintiff was jointly responsible with Mr. Forbes for such amount, but defendants did not prove their contention. The last clause in the charter-party in question deals only with the responsibility for a breach of the contract, and has nothing to do with the question of the money advanced. Although the claim of defendants is based on the principle of the agreement affixed to the charter-party, the said agreement was signed by them as agents of the owner of the steamer, not on their own behalf. Defendants are therefore not entitled to claim from plaintiff on such a ground, and for this reason the counter-claim must be dismissed.

The judgment is signed by Judge Kimura, presiding. Judge Amano Sotaro, and Judge Yabe Katsumi.—*Japan Chronicle.*

SHANGHAI VOLUNTEER  
INSPECTION.MAJ.-GEN. BROADWOOD ON THE MEN'S  
EFFICIENCY.

The annual inspection of the Shanghai Volunteer Corps took place on Saturday, when Major-General Broadwood, commanding the British Forces in China, was inspecting officer, says the *Shanghai Times* of 25th April. General Broadwood arrived in Shanghai earlier in the week and at the evening drills of the Corps he took a keen interest in watching the men, who it must be said took a great deal of pride in turning out smart and well. Saturday was one of the great spectacular events of the year, and recognising that the inspection would be more arduous than for a couple of years, the men prepared for it in the most thorough manner. Two years ago, it may be remembered, rain interfered with the inspection which had to be brought off in the Town Hall, and last year it was confined to the march past of the troops and a short review. On the present occasion the inspecting officer was shown how the Settlement would be guarded in time of danger. About three o'clock the different companies paraded themselves along the various bridges giving access to the central districts or took up positions as laid down in the S.V.C. manual. Sentries and patrols were thrown out, while the pickets having piled arms remained in attendance ready to fall in at a moment's notice. These positions were held for nearly two hours, during which time General Broadwood paid visits of inspection.

Towards five o'clock the various units were drawn up on the Polo Ground before a spectatorate of nearly a couple of thousands. As usual the Light Horse held the right of the line, and in succession came the Artillery, Mounted Section of "A" Co., Maxims, Engineers, and Infantry Battalion, while in rear were drawn up the Reserve Co. At the saluting point, where the Municipal colours were raised, representatives of the Council were in attendance, these being Mr. David Landale, Mr. H.A.J. Macray, Mr. J. J. Craig, and Mr. W.A.C. Platt. Sir Pelham Warren and Col. Bruce were also present, while among the S.V.C. officers on parade were Colonel Barnes, Major Brodie Clarke, Major Trueman, Captain Dowdall, and Captain Haswell. Accompanied by Lieut. Heathcote, his A.D.C., Major General Broadwood rode up on a handsome charger, and immediately passed along the line making a careful scrutiny of the men. He then retired to the saluting point, and the Corps marched past. This was done admirably, horse, artillery, and foot maintaining a splendid alignment, and when the two first mentioned branches went past later on at the trot and canter it was equally well done. The Corps then formed up in review order, and General Broadwood proceeded to address them.

He said he was very glad to see the same high standard of efficiency maintained as he had observed when he last inspected the corps two years ago. It was gratifying to note that two practically new companies had been added, the Engineers and Mounted Section, and he believed that in time they would become very useful members of the Corps. He regretted that as the season was so late he was unable to see the Corps engaged in field manoeuvres, but from what he had learned the scheme of manoeuvres was such that the volunteers were placed in situations which were likely to arise. In conclusion he commented highly upon the splendid appearance of the men, which showed how much time they had devoted to the work notwithstanding that most were very busy men. He had been struck with the harmony prevailing among the companies, and the smart way in which all the movements had been executed proved how good an idea of soldiering they had. The Infantry Battalion was then marched down to the Bund, where the men were dismissed.

The strength of the Corps on parade was—

Officers	Men
Staff	5
Medical	7
Light Horse	2
Artillery	2
Mounted Section	1
"A" Co.	5
Maxims	3
Engineers	3
"A" Co.	3
"B" Co.	3
Customs Co.	1
German Co.	2
American Co.	2
Portuguese Co.	3
Chinese Co.	3
Japanese Co.	3
Beglers	2
Reserve Co.	3
Total	46

## Intimations.

## FOUNDED IN HONOUR.

No doubt you have seen in the such papers announcements as this—concerning some medicine or other—"If, on trial, you write that this medicine has done you no good we will refund your money."—Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honestly and skillfully made bread, or at a medicine which really and actually does what it was made to do. The foundations of

WATPOLE'S PREPARATION are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve, and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Indigestion, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hunt-Stucky says: "The continued use of it in my practice convinces me that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

E. A. HEWETT,  
MAGISTRACY.

I hereby notified that a MEETING of the LICENSING BOARD will be held in the Colonial Secretary's Office at 2.15 p.m. on MONDAY, the 9th day of May, 1910, for the purpose of considering the following application under the Liquor Licences Ordinance, 1898-1909, viz.:

From one PHILLIP HUGO JULIUS SOMMER for the transfer to him from one C. SERGER of the Publican's Licence to sell by retail intoxicating liquors on premises Nos. 166 and 168 Queen's Road Central, under the sign of "The German Tavern."

Applicant is at present the holder of an Adjunct Licence on the premises known as "Vienna Café Limited," Queen's Road Central. G. A. WOODCOCK, Secretary to the Licensing Board. Hongkong, 29th April, 1910.

## FRENCH STORE.

## NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produces for Toilet, Requisites, Perfumery, Powder, Soap, etc.

## INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

F. BLACKHEAD & Co., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S RAUPE'S GENUINE COMPOSITION AND HAND BRAND, HARTMAN'S GREY PAINT DANIEL'S PATENT MOTOR LAUNDRY.

Agents for FERGUSON'S SPECIAL OREAM and P. & O. SPECIAL LIQUOR SOOTH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Wongkong, 15th March, 1910.

## JAPANESE MASSAGE.

MAMOUR MEIJI SHA, GRADUATE OF KOBE MESSAGE SCHOOL. ATTENDANCE AT PATIENTS' RESIDENCE. No. 171, WANCHAI ROAD, GROUND FLOOR. Hongkong, 15th January, 1910.

## Auction.

E. A. HEWETT, PUBLIC AUCTIONEER. THE Undersigned have received instructions from The Registrar, Supreme Court, to sell by PUBLIC AUCTION, on MONDAY, the 2nd May, 1910, at Noon, at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street, SUNDRY VALUABLE HOUSEHOLD FURNITURE.

TERMS:—As usual. HUGHES & HOUGH, Government Auctioneers, Hongkong, 29th April, 1910.

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "BORNEO" FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 10th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 24th April, 1910.

## NOTICE TO CONSIGNEES.

FROM BOMBAY.

THE P. & O. S. N. Co.'s Steamer "HEN NEVIS" (Chartered).

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 4th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 27th April, 1910.

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR," FROM ANTWERP, LONDON AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 28th April, 1910.

## "MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ATHOLL," FROM GLASGOW, LIVERPOOL AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 9th April, 1910.

## Consignees.

## S.S. "AUSTRALIEN"

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex S.S. *Medoa*, from Palermo ex S.S. *Alcina* and *Naxos*, and from Bordeaux ex S.S. *Ville de Caude* and *Verbeckmoss*, in connection with above Steamer are hereby informed that their Goods with the exception of Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 2nd May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd May, or they will not be recognised.

All damaged packages will be examined on and May, at 3 P.M.

No Fire Insurance has been effected. P. THOMAS, Agent. Hongkong, 25th April, 1910.

## NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer "DELHI"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. *China* and *Medoa*.

From Calcutta, ex S.S. *Oceanic*.

From Persian Gulf, ex B.I.S.N. and H. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 4th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 28th April, 1910.

## "SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship "BREONSHIRE,"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 30th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 5th instant. No claims will be admitted after Goods have left the Godown nor will they be recognised if presented after 10 days of the vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 29th April, 1910.

## Intimations.

## YEE SING,

No. 4, DAQUAN STREET.

MANUFACTURE WHOLESALE AND RETAIL DEALERS

In all kinds of hand-made DRAWN and EMBROIDERY CHINESE LINE GRASS CLOTH, FANTY

All of the best quality. Hongkong, 17th December, 1909.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGS (TARTLES), FORM:

SELF CURE NO FICTIONS: MARVEL UPON MARVEL.

NO SUFFERER NEED NOW DRAIN.

Without making a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure this most distressing and dangerous disease.

By the introduction of THE NEW FRENCH REMEDY THERAPION.

A complete revolution has been brought in the treatment of medical science, whilst thousands have been restored to health and happiness who had been regarded as incurable.

THERAPION No. 1—The Sovereign Remedy for all diseases, superior to all other remedies, and the only one which lays the foundation of a new and healthy system.

THERAPION No. 2—The Sovereign Remedy for all diseases, superior to all other remedies, and the only one which lays the foundation of a new and healthy system.

THERAPION No. 3—The Sovereign Remedy for all diseases, superior to all other remedies, and the only one which lays the foundation of a new and healthy system.

THERAPION No. 4—The Sovereign Remedy for all diseases, superior to all other remedies, and the only one which lays the foundation of a new and healthy system.

THERAPION No. 5—The Sovereign Remedy for all diseases, superior to all other remedies, and the only one which lays the foundation of a new and healthy system.

THERAPION No. 6—The Sovereign Remedy for all diseases, superior to all other remedies, and the only one which lays the foundation of a new and healthy system.

THERAPION No. 7—The Sovereign Remedy for all diseases, superior to all other remedies, and the only one which lays the foundation of a new and healthy system.

THERAPION No. 8—The Sovereign Remedy for all diseases, superior to all other remedies, and the only one which lays the foundation of a new and healthy system.

THERAPION No. 9—The Sovereign Remedy for all diseases, superior to all other remedies, and the only one which lays the foundation of a new and healthy system.

THERAPION No. 10—The Sovereign Remedy for all diseases, superior to all other remedies, and the only one which lays the foundation of a new and healthy system.

THERAPION No. 11—The Sovereign Remedy for all diseases, superior to all other remedies, and the only one which lays the foundation of a new and healthy system.

THERAPION No. 12—The Sovereign Remedy for all diseases, superior to all other remedies, and the only one which lays the foundation of a new and healthy system.

THERAPION No. 13—The Sovereign Remedy for all diseases, superior to all other remedies, and the only one which lays the foundation of a new and healthy system.

THERAPION No. 14—The Sovereign Remedy for all diseases, superior to all other remedies, and the only one which lays the foundation of a new and healthy system.

THERAPION No. 15—The Sovereign Remedy for all diseases, superior to all other remedies, and the only one which lays the foundation of a new and healthy system.







## CLOTHING IN HONGKONG.

SUMMER GARD AND ITS VARIETIES.

(Special to the "Hongkong Telegraph")

The matter of clothing has been engrossing ever since Mother Eve donned her covering of fig-leaves. Even in later times the last word had not been said when Thomas Carlyle penned his *Sartor Resartus*. Here in Hongkong, where we are subject to such violent changes of climate as belong to the conditions of residence in a sub-tropical country we are every summer brought face to face with the fact that as far as regards dress European residents have got to undergo, no little to their discontent, a denial of their predilection so far as their sartorial desires are concerned. A man who prides himself upon the fit of his morning coat in the Strand cannot use the same article of attire in Hongkong.

## THE MORNING ATTIRE

may be all very well for London, even in summer, but when once Hongkong has come within the throes of the hot weather tweeds have to be discarded and white duck clothing to be resorted to. In former years in the history of the Colony there was a uniform discipline of dress to be observed. So greatly was the summer heat felt that it was customary for residents to attend all Governmental functions in white suits during the hot weather. Even in the Legislative Council Chamber, one would see more white suits than tweeds. Nowadays there is an inclination apparent to do away with the wearing of whites and to adopt darker clothing than that which has been formerly in vogue.

And not only does this apply to the Europeans; it is true also of the Chinese themselves, who are thoroughly acquainted with the inconveniences and discomforts of the

## SUMMER MONTHS

in Hongkong. From a southern contemporary we learn that a correspondence has been going on in Singapore with reference to this same subject and one contributor to the correspondence admitted to this fond impeachment:—

"I always attend the Cathedral in a white suit, at least on Sunday mornings, and so do many others. If I go to the evening service, I don a suit of tweed just as we all do when paying a duty call. It is not necessary, but customary."

Of course Hongkong differs from Singapore in this very essential respect, that there one enjoys warm weather all the year round, whereas in Hongkong we have to undergo those transitions from heat to cold, and cold to heat that prove so disastrous to the constitution. Ever since the establishment of the Colony it had been the custom in Hongkong for the Governor to receive guests at his levee, garden parties, and receptions in

## WHATEVER GARD

they chose to attend. But some years ago the then Governor in inviting residents to a Royal Birthday reception laid it down as a principle that all guests attending must be arrayed in the garments familiar to the levees of Buckingham Palace or Windsor. To the nature of things there was a great rush on the part of Hongkongers to procure frock-coats and top-hats. Needless to say, the supply of the latter articles of adornment was not equal to the demand, for at that time the top-hat did not figure as an item in the report of imports. But, as it turned out, a well-known person in the local banking firms had one in his possession that had withstood the vicissitudes of the voyage from Home, and the ravages of the local climate. The hat was brought into service and as each individual went into the Assembly Room to be presented to His Excellency, the precious headgear was sent back by a side door to the next comer who was thus enabled, to appear before His Majesty's gubernatorial representative and his good lady with the necessary top-hat in his hand.

Before that hat had gone forth, one could attend Government house functions in any garb suited to the season in which it took place and this would appear to be the most sensible arrangement that could possibly be arrived at in a tropical country. Apart from the fact that the attendance at a Governor's reception in heavy European clothing in the summer time implies intense discomfort on the part of the individual it is obvious that the fact of the existence of this insane regulation must prevent many persons, who would otherwise be present, keeping away from those functions.

In the matter of church going, perhaps, there may be a difference of opinion as regards the suitability of the kind of clothes to be worn just as there appears to be in Singapore. But, on the whole, it may be safely said of Hongkong whether a man goes to divine service in white, or khaki or dark coloured clothes no comment is made on his personal appearance, and he is heartily welcomed into whatever church or chapel he goes.

THE Hon. Mr. F. A. Harland will act as Puisne Judge and chairman of the Squatters Board and Mr. M. W. Slade, K.C., will act as Attorney General during the absence on leave of His Honour Mr. Justice Goffe, or until further notice, with effect from the 1st May, 1910.

A HOUSE in Hollywood Road was the scene of a shocking accident yesterday. It appears that as a child was passing the house something attracted its attention and it looked up in the direction of one of the windows. Just then a gust of wind shook the unfastened window-pane and it fell on to the street in broken splinters. One piece of the broken glass found its way in the unfortunate child's left eye and instantly blinded it. The child was removed to hospital, where, strange to say, it did not complain of any pain.

Mr. and Mrs. George Miller left Shanghai on 24th April for Yokohama, where Mr. Miller takes charge of the Chartered Bank of India, Australia and China. The departure of Mr. and Mrs. Miller will be regretted by many in the Settlement, while not least of all business circles will miss the shrewdness and ability of Mr. Miller. Their places in the Chartered Bank building have been taken by Mr. and Mrs. T. G. Downing, to whom the community during the last few weeks has already had opportunity of extending a hearty welcome.

G. C. D. News

## NOTES BY THE WAY.

AN IMMORTAL CONTROVERSY.

The Sage has declared that in a multitude of controversies there is confusion of thought. There has certainly been confusion enough during the past week over the question of what Hon. Mr. Murray Stewart has been pleased to designate the fittest site in the Colony. At the risk of being accused of redundancy, I may confidently assert that it does seem curious to intelligent persons that so much "hot air" as our American friends love to say, should have been expended and a prominent business-man, who doubtless knows the value of time, should have gone to the trouble of deluging a curious public with a long-winded official correspondence. But while there is a dearth of talk of commercial depression, which seems to have taken wings unto itself and disappeared into ethereal flights, and while the popularity of good old rubber wanes, let us by all means use our spare time in discussing a diverting topic. But when so much steam has been let off for purely æsthetic considerations and the air has been filled with talk of "pointing with civic pride" to the beautiful structures along the waterfront, one is tempted to point out to our beautiful Public Gardens, which have been turned into a haunt for gossiping Chinese amahs.

## THE STAMP CRAZE.

Oh, dear me, what a farce is daily being enacted at the Post Office by crowds of grinning coolies! The matter would have afforded inspiration to poor old Mark Twain himself. I wonder if from the ranks of these modest financiers will rise up the Lloyd George of China? It is a healthy sign for China and it is the highest officials of the land were to be brought to the gates of the G. P. O. they would see a healthy sign in China's progress.

## GOING HOME.

So His Excellency the Governor is going home on a short trip. The presentation to him by the leading members of the Chinese community on Thursday afternoon was the best proof, if any were needed, of His Excellency's popularity with the Chinese. A more hardworking, energetic and disinterested Governor seldom held office in the Colony. During his brief stay here he made the Colony's interests his own. The kind hope which His Excellency expressed to the Chinese deputation that the health of the community this summer might be good must have touched a sympathetic chord in the hearts of the public, and once again went to show His Excellency's energetic campaign against local epidemics. Let us unite with His Excellency in trusting that the wholesale ravages of recent times at this unwelecome period of the year will not be repeated.

## THE LIGHT THAT FAILED.

While on the subject of the Governor's departure, an incident occurred just after the dinner given at Government House last night which is too good to go unrecorded. His Excellency, with his characteristic *panache* for springing surprises on the public, had arranged with strategic ability that a formal presentation should be made to Sir Hormusjee Mody of the letters patent in connection with his recent elevation to the dignity of Knight Bachelor and that the presentation was to be followed by a dance. With the time came for the presentation to be made, the ball-room was found to be in darkness. All the illumination that could be obtained was afforded by a number of lighted Japanese lanterns and consequently the presentation lost much of its *clat* with which it would otherwise have been invested. Of course, the incident in itself does not seem out of the way, but being associated with His Excellency's departure it reminds one of those curious coincidences which almost seem purposely devised by Fate. Sir Frederick Lugard had been a beacon of hope in the Colony and his departure would seem to deprive the public of the Colony's leading light.

## A NARROW ESCAPE.

In connection with the same incident, Commander Basil Taylor was almost the victim of a tragedy. It appears that shortly after the incident it was discovered that the cause of the darkness was the fusing of an electric wire and the gentleman referred to, being well acquainted with the intricacies of electric installations, tried to help the invited guests out of the *contrempe*. He proceeded to the scene of the mishap and tried to reach the motor but owing to the darkness prevailing, the tip of one of his fingers accidentally touched a dangerous part of the motor and the shock which accompanied the contact caused him to quickly draw it back. Had he touched the motor flat with his hand he might have been given an experience which fortunately was avoided. The voltage force of the wire was something like 10,000. The motor was left alone for the rest severely of the night.

## BOY SCOUT MOVEMENT.

The formation of a Boy Scouts Brigade in Hongkong is a sign of the times. Why not form a Chinese section and thus give an opportunity to native lads of acquiring that strength of body and character, which is synonymous with a rigid military training. Chinese lads can appreciate discipline as well as European children.

## CASUAL CRITIC.

## KOWLOON CRICKET CLUB.

PRESENTATION TO SIR HORMUSJEE N. MODY.

On the occasion of the second annual dinner of the Kowloon Cricket Club to-night, a very interesting ceremony will take place when the members will present to Sir Hormusjee N. Mody, the president of the Club, an illuminated address in honour of the knighthood conferred upon him by His Majesty the King. It will be recalled that Sir Hormusjee was the donor of the building which serves as the habitat of the Cricket Club on the peninsula. In many other ways he has generously assisted the Club to attain its present position of prosperity.

## COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week Messrs. E. S. Kadoorie and Co. write on 29th April:—Rubbers.—A long overdue reaction has made the past week a dull one and the London market has been easy with a tendency to lower prices.

The price of the raw article has receded a few pence from top which has no doubt accentuated the position.

Para Fina Hard Rubber is now quoted 11/8 per lb.

Business transacted during the week has been on a smaller scale than for some time past. A considerable rise in China Sugars has occurred, otherwise there are no changes of any consequence.

Bank.—Hongkong and Shanghai Banks have not upheld their position and have dropped back to 97½; at this price there are sellers and probably even at a lower rate. London, according to latest advice by wire, quote 29½.

Nationals are without business at 276.

Marine Insurance.—Cautious continue in demand at 170. Unions are slightly easier with sellers at 150. North China can be had to a small extent at 115 and Yangtze at 110.

Fire Insurance.—China Fires have improved to 112 and Hongkong Fires to 114½.

Shipping.—Hongkong, Canton and Macao Steamboats are still on offer at 30. Indo-China are not quite so firm and after sales at 72 and 71 can now be had at 70. The price in London has also receded a little, the preference shares being quoted at 74 and the ordinary at 72. Shanghai reported sales at 54, which is an improvement on their last week's quotation. China Mailers are steady at 84 and Douglas Steamships at 84. No business in Star Ferries has come to our notice and the old shares are offering at 16 and the new at 14½. Shell Transports have changed hands at 64.

Refineries.—China Sugars have again been in strong demand and close with buyers at 117. Luxons are weaker with sellers at 18.

Mining.—Rubbers have been dealt in at 34 and Chinese Engineering and Mining Co. at 18.

Dock, Wharves, and Godowns.—Hongkong and Whampoa Docks are unaltered with sellers at 61. Shanghai Docks are again lower, buyers only offering 71. Kowloon Wharves are still quoted at 52, but as low as 58 has been accepted. Shanghai and Hongkong Wharves are offering at 112.

Lands, Hotels and Buildings.—Hongkong Lands are firmer with buyers at 80 after small sales at 80 and 81. Humphreys are offering for at 54 but holders require a higher price. Hongkong Hotels are steady at 107 for the old shares and at 83½ for the new. Shanghai Lands are easier at 111. Kowloon Lands have improved to 59.

Cotton Mills.—Hongkong Cottons are still to be had at 64. Ewes are offering at 113. Other Northern mills, which we take from the last mail advices, are as follows:—Lau Kong Mow 11s. 7½, International 11s. 6½ and Soy Chees 11s. 2½ ex the dividend of 11s. 2½ recently paid.

Miscellaneous.—Green Islands have again been the medium of a large business, closing with sellers at 74. China Providents are firmer with buyers at 84. China Lights are obtainable at 51. Hongkong Electric have been bought at 51 and more are wanted. Watsons continue in demand with buyers at 167. Hongkong Ropes have found buyers at 14. Dairy Farms have advanced to 59. Langkats have weakened to 11s. 14½. Sumatras are offering at 11s. 3½.

Rubbers.—Anglo Malays have weakened to 32 and Allagars to 7½. Castlefields are weaker at 12½. Carey United have declined to 35½ premium and Damansaras at 18½ after sales of the latter at 19½. Eastern International have dropped as low as 37½ premium, but have since recovered to 41½ premium. Golcondas are on offer at 14½ and Highlands and Lowlands at 15½ ex rights.

Kuala Lumpur have eased down to 22½, at which price they close weak. Ledburys are quiet at 17½ while Linggis can be had at 65. London Asiatics, after sales at various rates from 17½ downwards, close easier at 157½. Lunger Kapars close at 106½ with probable sellers from London. United Serdaangs have suffered a further decline and at the close comes as low as 140½. According to latest telegraphic advices from Singapore, Balgownies are quoted at 52, Changkat Serdaangs at 50. Glenaglys at 54, Indragiris at 53, Pajamas at 50, Pegohs at 55, Sandycrofts at 54½, Singapore and Johore at 52 and United Singapore at 54. New Sependangs have changed hands at 14½ premium.

Exchange.—The Bank's selling rate on London is 1/11½ on demand. The T/T. rate on Shanghai is 74½.

## RUBBER MARKET.

Messrs. Lamke and Rogge write in their fortnightly circular of 30th April:—Although the market closes very much quieter and the business done during the fortnight under review is much smaller than that of the preceding period, yet there are orders left unfilled as practically all tonnage is employed for such a time ahead as to allow most owners to decline business, which does not suit them at the rates offered by charterers.

Saigon/Hongkong. Inquiries have fallen off very much lately owing to heavy arrivals of grain from Saigon and especially from Bangkok to the same time, and chartering operations have been kept practically suspended, with the exception of an occasional boat taken up at reduced rates. At the close two regular liners, Chinese owned boats, have accepted a rate as low as 17 cents, and another medium-sized boat is being inquired after at same rate, but it goes without saying that only vessels trading regularly between the two ports will accept such terms.

Saigon/Swallow.—A fixture is reported done at 23 cents, Swallow currency, "floor" terms.

Saigon/Singapore.—Nothing doing. Saigon/Philippines.—The increased import duty on rice will not come into force until the beginning of next year, and stocks will first have to be worked off before charterers can go in for fresh business.

Saigon to Shanghai option Hankow.—There have been inquiries for tonnage on this market, but up to the time of writing no fixture in this direction is traceable.

Saigon/Java.—No fresh business is reported done locally.

Bangkok.—The charter of a medium sized boat has been arranged at 27½/100 cents nett.

To carry stores from Quanyang, a steamer has been chartered at last rate 51.80 per ton, and for cement Haiphong to Manila as high as 90 cents per cask has been paid.

The North reports rates very high and very firm all round, several more steamers having been fixed on "time-charter," e.g. *Proetus* 6 months at 51.750 and a.s. *Andung* 4 months at 55.000, so that also up there scarcely any tonnage is left for trip charters.

Newchwang.—A few fixtures have been put through as per overleaf.

Coal Freight.—Tonnage to load at Japan is still below demand. Business done from Moji to this 1200, Kuchino to Singapore 53.30, Labuan/Manila 215. Straits currency, Palo Lau/Singapore 12.25 per ton.

Hongkong to this, for prompt, consumers have supplied their own tonnage, for Hongkong/Shanghai, 2 charters have been done at 1.50 and for Hongkong/Canton at 1.15 per ton.

Monthly.—s. *Haimun* has been taken up for a term of years to run between this and Haiphong by the French East Asiatic Company, who have secured the mail contract from the French Government from June next. Rate paid we understand is very satisfactory.

Also.—The small Germ. s.s. *Jacob Dindrichsen* has been sold to Japan, terms are kept private.

Sail Tonnage Loading or to Load:—For Baltimore and New York:—None.

Sail Tonnage Disengaged:—None.

Departure of Sailors:—None.

## TO-DAY'S RUBBER QUOTATIONS.

April 30th, 3.30 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagars	.....	6/6
Anglo-Javas	.....	11s. 23
Anglo-Malays	.....	31½ ex div.
Balgownies	.....	52½
Batu Tjars	.....	110½
Bertams	.....	117½
Bukit Kajangs	.....	100½
Bukit Rajahs	.....	360½
Carey Uniteds	.....	35½ prem.
Castlefields	.....	117½
Changkat Serdaangs	.....	52½
Cheers	.....	51½
Damansaras	.....	175½
Eastern Internationals	.....	37½ prem.
Fed. Selangors	.....	340½
Glenaglys	.....	53½
Glenaglys	.....	160½
Golcondas	.....	130½
Golden Hopes	.....	165½
Highlands and Lowlands	.....	150½ ex div.
Indragiris	.....	54½
Inch Keonobis	.....	365½
Jeques	.....	107½
Jonglandors	.....	25½ prem.
Kamonnings	.....	106 prem.
Kuala Lumpurs	.....	215½
Laandrons (fully paid)	.....	150½
Laandrons (ppd.)	.....	112½ prem.
Laburs	.....	205½
Ledburys	.....	100½
Linggis	.....	63½
London Asiatics	.....	150½
London Ventures	.....	8/9
McIlmains	.....	8/9
Pajamas	.....	55
Pegohs	.....	56
Rubber Trusts	.....	68½ prem. ex n. i.
Sagars	.....	390½
Sandycrofts	.....	540
Sapongs	.....	40½
Seafields	.....	155½ prem.
Sekongs	.....	37½ prem.
Shallfords	.....	80½
Singapore & Johore	.....	52½
Sumatra Paras	.....	14½
Sungei Chohs	.....	120½
Sungei Kapars	.....	195½
Tandjongs	.....	65½ prem.
Tangkahs	.....	30½ prem.
Ulu Rantus	.....	116½ ex n. i.
United Serdaangs	.....	135½
United Singapore	.....	54½
United Sumatras	.....	156½
United Langkats	.....	87½ ex rights

Para Rubber ..... | 11/6 |

## HIGHLANDS AND LOWLANDS.

## DIVISION OF THE PROPERTY.

Kuala Lumpur, April 22nd.

The second and third divisions of the Ayer Kuning Estate of Highlands and Lowlands Company are being floated as a separate Company, with a capital of 1,400,000.

The shareholders in the present company are to be entitled to one bonus share for every eight held by them, and to subscribe for one for every four held.

There will be no public issue.

## Events Coming.

Saturday, 30th April.

Fastwell Dinner to Mr. W. M. Anderson Chinese Club, 7.30 p.m.

Kowloon Cricket Club Annual Dinner.

Volunteer Smoking Concert, 9.15 p.m.

Y. M. O. A. Concert.

Monday, 2nd May.

Diaplo Rubber Plantation Co., Ltd. Meeting 11.30 a.m.

Geo. F. Lammet, Auction sale of Leasehold Property, at sales room, Noon.

Shanghai Race Meeting.

Wednesday, 4th May.

Geo. F. Lammet, Auction sale of furniture, 3.30 p.m.

## To-day's Advertisements.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

## PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

WEDNESDAY,

the 4th May, 1910, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

TAPESTRY-COVERED DRAWING ROOM SUITE, OVERMANTELS with BEVELLED GLASS, BOOKCASE, HAT STAND with BEVELLED GLASS, DINING WAGON, SIDEBOARD with BEVELLED GLASS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, DRESSING TABLES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, BRASS and BRASS-MOUNTED IRON BEDSTEADS, TEAKWOOD WARDROBES with BEVELLED GLASS, a quantity of CANTON CARVED BLACKWOOD WARE, GLASS, CROCKERY and E.P. WARE, CARPETS and RUGS;

ALSO

A Number of TYPEWRITERS.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 30th April, 1910. 1336

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

## PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

SATURDAY,

the 7th May, 1910, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS,

Comprising:—

CARVED CHERRYWOOD CABINET, TABLES, DESKS, CHAIRS and STANDS, CARVED IVORY FIGURES, CARVED BRASS BOWLS and VASES, KINKOSAN SATSUMA VASES, TEA SETS, MAKU-ZU and IMARI WARE, SILVER OLOSONNE VASES and INCENSE BURNERS, SILK-EMBROIDERED SCREENS and WALL HANGINGS, KAKEMONOS, JAPANESE HAND-PAINTED TEA SETS, &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 30th April, 1910. 1337

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by

## PUBLIC AUCTION,

on

SATURDAY,

the 7th May, 1910, commencing at 11 A.M., at his Sales Rooms, Duddell Street,

A QUANTITY OF

SHANGHAI SILK, CANTON SILK, SILK CREPE, SILK EMBROIDERED BEDSPREADS, EMBROIDERED DRESS PIECES, SCARVES, EMBROIDERED MANDARIN COATS, JAPANESE EMBROIDERED KIMONOS and DRESSING JACKETS, &c., &c.;

AND

A Quantity of CANTON GRASS CLOTH EMBROIDERED, TRAY CLOTHS, DOYLIES, TABLE COVERS, &c., &c.;

ALSO

A Quantity of CANTON BLUE and WHITE GRASS CLOTH (in pieces),

TERMS:—Cash on delivery.

On view on Friday, the 3rd May, 1910.

G. F. LAMMETT,

Auctioneer.

Hongkong, 30th April, 1910. 1335

## Intimations.

THE DAIRY FARM CO., LIMITED.

Choice Australian



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S  
Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.  
The only line that maintains a Regular Schedule Service of  
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.  
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, N.B., &c.  
(Subject to alteration).  
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA".....	FRIDAY, JUNE 10TH.
"MONTEAGLE".....	
"EMPRESS OF JAPAN".....	TUESDAY, MAY 24TH.
"EMPRESS OF CHINA".....	SATURDAY, JUNE 4TH.
"EMPRESS OF INDIA".....	SATURDAY, JUNE 12TH.
"MONTEAGLE".....	FRIDAY, JULY 1ST.
	"ALLAN LINE".....
	FRIDAY, JULY 22ND.
	"EMPRESS OF IRELAND".....
	FRIDAY, AUGUST 12TH.
	TUESDAY, AUGUST 16TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of India" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus, and the "Empress of India" is also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).  
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port ..... 49.

Via New York ..... 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. GRADDOCK, General Traffic Agent,  
Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For	Steamship	On
SINGAPORE, PENANG & CALCUTTA LAISANG	.....	TUESDAY, 3rd May, Noon.
SHANGHAI via NINGPO	.....	TUESDAY, 3rd May, 4 P.M.
MANILA	.....	FRIDAY, 6th May, 4 P.M.
SANDAKAN	.....	FRIDAY, 6th May, 4 P.M.
MANILA	.....	FRIDAY, 6th May, 4 P.M.
SHANGHAI, KOBE & MOJI	.....	TUESDAY, 17th May, Noon.

## RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang, Namang* and *Moosang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.  
These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kanton, Hankow, Tientsin & Newchwang.  
Taking Cargo on through Bills of Lading to Kanton, Hankow, Tientsin, Tawau, Usak, Jesselton and Labuan.

For Freight or Passage, apply to  
JARDINE MATHESON & CO., LD.,  
Telephone No. 215.  
Hongkong, 30th April, 1910.

## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FROM	STEAMERS	TO	DATE
SHANGHAI	"SZECHUEN".....	1st May, Daylight.	
SWATOW, NINGPO & SHANGHAI	"IOHANG".....	2nd " 4 P.M.	
MANILA	"TAMING".....	3rd " 3 P.M.	
SHANGHAI	"A HUI".....	5th " 4 P.M.	
WEIHAIWEI & TIENSIN	"HUIKOW".....	5th " 4 P.M.	
SHANGHAI	"CHINHUA".....	8th " Daylight.	
MANILA	"TEAN".....	10th " 3 P.M.	
SHANGHAI	"CHENAN".....	12th " 4 P.M.	
MANILA, ZAMBOANGA & AUSTRALIA.	"CHANGSHA".....	28th " 4 P.M.	

Reduced Saloon Rates, single and return, to Manila and Australian Ports.  
DIRECT SAILING TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANDOL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SORROW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

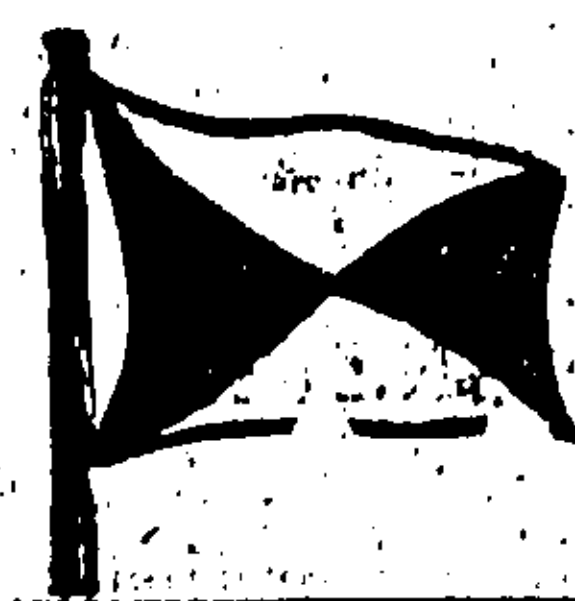
## SHANGHAI LINE.

FAST SCHEDULE TWIN-SORROW STEAMERS (*Anhui, Cheong, Linan, Chinkang*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

M.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.  
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to: BUTTERFIELD & SWIRE,  
Telephone No. 56.  
Hongkong, 30th April, 1910.



## HONGKONG—MANILA.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Date.
SAIRO	2540	R. Rogers	MANILA	SATURDAY, 7th May, at Noon.
RUBI	2540	A. Fraser	"	SATURDAY, 14th May, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,  
General Managers.

Hongkong, 30th April, 1910.

## Shipping—Steamers.

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with  
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,  
AND  
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KURLUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU"..... Capt. I. Goto	6,181	WEDNESDAY, 18th May, at Noon.
Do	"TACOMA MARU"..... Capt. H. Yamamoto	6,178	WEDNESDAY, 15th June, at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST, PORTS &amp; FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI v. SWATOW & AMOY.	"DAIJIN MARU"..... Captain Y. Kaburaki	SUNDAY, 1st May, at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"..... Captain Y. Yamamoto	WEDNESDAY, 11th May, at 10 A.M.
SHANGHAI via SWATOW, AMOY AND FOOSHOW	"BUJUN MARU"..... Captain Y. Fushino	THURSDAY, 12th May, at 8 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabin AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 30th April, 1910.

T. ARIMA, Manager.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP	.....	.....
SINGAPORE, PENANG, COLOMBO AND PORT SAID	.....	.....
VICTORIA, B.C., & SEATTLE	.....	.....
VICTORIA, B.C., & SEATTLE	.....	.....
SYDNEY AND MELBOURNE	.....	.....
BOMBAY, VIA SINGAPORE AND COLOMBO	.....	.....
NAGASAKI, KOBE AND YOKOHAMA	.....	.....
KOBE AND YOKOHAMA	.....	.....
SHANGHAI, MOJI & KOBE	.....	.....
DALNY, NAGASAKI, MOJI, KOBE & YOKOHAMA	.....	.....

## CHEAPEST SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 8 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class.....	\$120	\$110	\$100	\$90
2nd ".....	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. \* Cargo only. \* Carries deck passengers. Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passages, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,  
Manager.

## Shipping—Steamers.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

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For Freight and further information, apply to

DODWELL & CO., LIMITED,  
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Hongkong, 25th April, 1910.

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Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain	Sailing Date
River Clyde	3,913	J. Kerr	11th May
Ocean	4,657	F. W. Davies	11th June
Rumic	6,212	J. Maibie	11th July
Aymeric	4,363	J. Boyd	26th July
Superio	6,132	F. S. Cowley	23rd Aug.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.  
Leah's Buildings,  
Hongkong, 14th April, 1910.

## FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR."

Capt. S. H. Belson, will be despatched for the above Ports on FRIDAY, the 6th May, at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

## RETURN TOURS TO JAPAN (Occupying 24 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.  
Fare for round trip \$130.

For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 20th April, 1910.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain George, will be despatched as above on TUESDAY, the 10th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 22nd April, 1910.

## Dentistry.

Dr. M. H. CHAUN,  
DENTAL SURGEON,  
33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,  
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.  
Telephone 126.  
Hongkong, 27th January, 1910.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 22nd April, 1910.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 22nd April, 1910.

## TWIN TING

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARQUER STREET.

REASONABLE FEES

Consultation Free

(Hongkong, 20th June, 1910)

FOR SALE AT

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Stamps in Sets, Packets, Bags and Single.

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Stock Books, Duplicate Pocket Books, Transparent Envelopes.

Tweezers, Magnifying Glasses, Perforation Gages.

Novels, Books for parlour and household use. Toy Books for Children.

Prayer Books, Religious Pictures, Pendants, Medals, Statuettes, Flower Seeds.

Relief Scraps and Scrap Albums.

MANILA CIGAR AND CIGARETTES.

Inspection invited.

Hongkong, 15th January, 1910.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 20th April, 1910.

## WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards

Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below

Indicates a Typhoon to the North-East of the Colony.

3. A DRUM

Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below

Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards

Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below

Indicates a Typhoon to the South-West of the Colony.

7. A BALL

Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below

Indicates a Typhoon to the North-West of the Colony.

Red Signals. Indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Waglan. San Ki Wan.

Stanley. Sai Kung.

Cape Collinson. Sha Tau Kok.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Harbour Office.

F. C. TAYLOR,  
Inspector.

Hongkong, 15th January, 1910.







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT		
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	110,000	\$125	\$125	{ \$1,500,000 \$15,000,000 \$150,000 }	\$2,028,988	{ £2.5/- for half year ending 31.12.09 @ ex 1/9/- = 5.15.11 }	{ \$975 sellers London 29.10 }
National Bank of China, Limited	99,925	27	26	{ £4,000 \$300,000 }	\$20,558	\$2 (London 3/6) for 1908	\$76 buyers
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	none	\$10 for 1908	7 % 17 1/2 sales
North China Insurance Company, Limited	10,000	25	25	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Tls. 207,573	Final of 7/6 making 15/- for 1908	Tls. 115 sellers
Union Insurance Society of Canton	12,400	\$150	\$100	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$287,984	{ Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$10 per share for 1909 }	5 1/2 % \$850 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$707,637	\$12 and bonus \$3 for 1907	7 % \$225
<b>FIRE.</b>							
China Fire Insurance Company	20,000	\$100	\$20	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$418,406	\$6 and bonus \$2 for 1908	7 % \$112 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$426,218	\$27 for 1908	8 % \$342 1/2 sales
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Dr. \$3,777	\$1 1/2 for 1908	\$8 1/2 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	nil.	2 1/2 for year ending 30.6.1908	\$34
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$20,766	Final of \$1 1/2 for account 1910	8 % \$30 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$23,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = 53. 154..... }	\$70 1/2 & buyers
Do. Do. (Deferred)	60,000	25	25	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$23,755	{ 3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09 }	5 % 94/-
"Shell" Transport and Trading Company, Limited	1,000,000	2 1/2	2 1/2	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$193,994	\$1.00 for year ending 30.6.1909	4 1/2 % \$26 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$2,121	\$2.50 for year ending 30.6.1909	3 1/2 % \$24 1/2 sellers
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Dr. \$8,090	\$10 per share for 1909	\$177 buyers
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Dr. \$15,893	\$5 for 1897	\$28 1/2 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Tls. 6,102	Tls. 10 for year ending 31.8.09	Tls. 900 sellers
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	2 1/2	2 1/2	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$1,435	Final of 1/6 making 3/- for 1909	7 % Tls. 18
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	none	First year	Pa. 10 buyers
Raub Australian Gold Mining Company, Limited	150,000	2 1/2	2 1/2	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$2,191	\$1 1/2 per share 13/- dividend	\$8 1/2
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (GEO.) & Co., Limited	18,000	\$25	\$25	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Dr. \$8,460	\$1.75 for year ending 31.12.06	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$164,847	\$2 1/2 for 1909	\$59 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$128,765	Interim of \$1 1/2 for account 1909	\$62 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Tls. 6,261	Interim of Tls. 2 1/2 for 1910	6 1/2 % Tls. 76
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Tls. 9,322	Final of Tls. 4 for 1909	7 % Tls. 124 sales
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Tls. 4,314	Tls. 6 for year ending 29.12.09	5 1/2 % Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$24,641	\$2.20 on old and 60 cents on first new issue.	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$1,277	{ \$2.60 on old shares and 1.30 on new shares for half year ending 31.12.09 }	\$107 1/2
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$100	\$100	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$27,911	Interim of 3/- for account 1909	6 1/2 % \$103 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$5,471	45 cents for 1909	6 % \$8 1/2 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$210	\$2 1/2 for 1909	5 % \$29 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Tls. 63,969	Final of 6 % bonus Tls. 1 for 1909	6 1/2 % Tls. 111
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$1,958	Final of \$1.85 for account 1909	8 1/2 % \$40 sellers
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Tls. 10,991	Tls. 11 for year ending 31.12.09	8 1/2 % Tls. 137 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$9,551	50 cents for year ending 31.7.08	\$6 1/2 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Tls. 5,372	Tls. 7 1/2 for year ending 30.9.09	Tls. 62
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Tls. 4,820	Tls. 6 for 1909	Tls. 78
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Tls. 21,172	Tls. 25 for 1909	Tls. 250 ex div.
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$2,028	15 % per share for 1908	\$10 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$30,138	60 cents for 1909	\$12 1/2 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$2,602	60 cents for year ended 28.2.06	\$2 sellers
Do. Do. special shares	50,000	\$1	\$1	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$1,000,000	80 cents for 1909	8 1/2 % \$8 1/2 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$1,000	\$1.20 for year ending 31.7.09	8 1/2 % \$19 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$1,290	{ Final of 40 cents making in all 75 cents per share for 1909 }	10 % \$7 1/2 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$4,290	80 cents for year ending 31.12.08	8 % \$12
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$11,798	{ A dividend of \$1.20 per share and a bonus of 10 cts }	6 1/2 % \$19 1/2 ex div. b.
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$7,616	Final of \$1 making in all \$3 for 1910	10 1/2 % \$160 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$9,176	4th interim of Tls. 12 1/2 for 1909	8 1/2 % \$24 1/2 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Tls. 316,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.6.09	6 1/2 % \$15 buyers
Maatschappij tot Mijn- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$1,304	None	3 1/2 % \$1.60 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$18,640	Final Tls. 5 making Tls. 8 for 1908	4 1/2 % Tls. 315 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$2,612	None	\$25 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$782	40 cents for year ending 31.5.09	\$5 buyers
Shanghai-Somatra Tobacco Company, Limited	20,000	Tls. 20	Tls. 20	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	Dr. \$11,096	60 cents for year ending 31.12.08	5 % \$9 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$11,956	60 cents per ord. share for year ending 31.5.09	6 1/2 % \$12 sellers
Steam Laundry Company, Limited	20,000	\$10	\$10	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$2,612	Final of 30 cents for 1908	6 1/2 % \$6 1/2 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$2,612	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	4 % \$3 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$2,612		
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }	\$2,612		
William Powell, Limited	15,000	\$7	\$7	{ \$1,500,000 \$154,183 \$108,791 £118,000 Tls. 22,000 Tls. 22,000 Tls. 22,000 }			

Printed and Published by JOHN PERRIN ARANA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, 19, Queen Street, in the City of Victoria, Hongkong.

## Intimations

COMPANIA GENERAL DE  
TABACOS  
DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

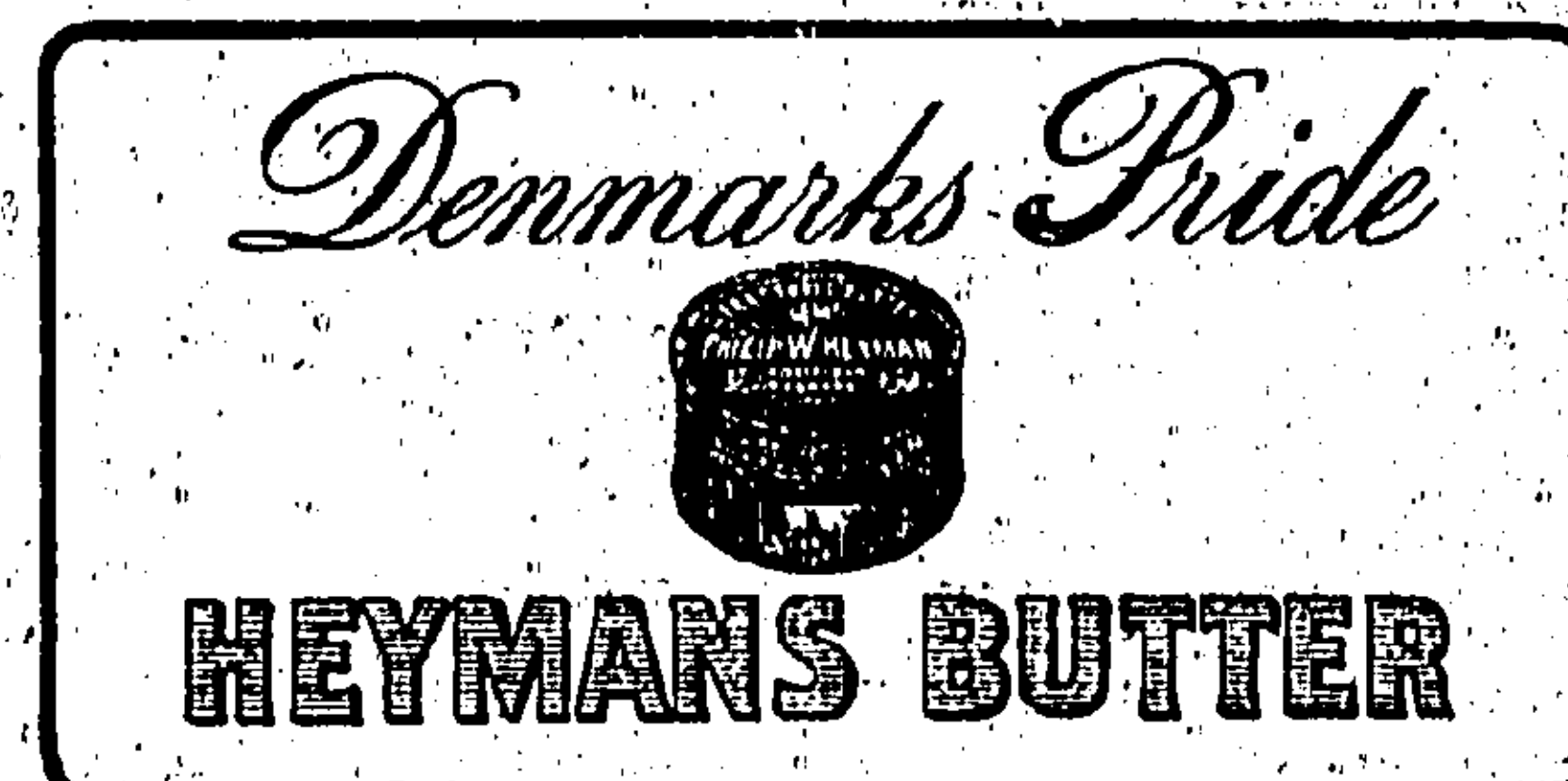
## SPECIAL BRANDS:

Pigtails, Vagueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfumados Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO &amp; CO.,

AGENTS.



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